

Today's Advertisements.

BIJOU THEATRE.

RECLAMATION GROUND, PRAYA WEST.
TO-NIGHT
(THURSDAY), 23rd February, 1899.
For the First Time in Hongkong.
The Great Spectacular Diorama of
"THE SPANISH-AMERICAN WAR."
SANTIAGO BY NIGHT.
The Bombardment of the Spanish Forts.
The Sinking of the *Merrimac*.
Escape and Capture of Lt. HOBSON,
the American Hero.
The Meeting of the Rival Squadrons.
The Destruction of the Spanish Fleet off
Santiago Harbour.

MAGNIFICENT SCENERY.
STARTLING MECHANICAL EFFECTS.
The whole produced on a Scale of Realistic
Grandeur never before attempted in the Far
East.

NEXT SATURDAY, the 25th February.
FAREWELL MATINEE at 4 P.M.
Hongkong, 23rd February, 1899. [118a]

LECTURE.

DR. JORDAN has kindly consented to
deliver an Address, on "THE GRAPHO-
PHONE AND THE PHONOGRAPH," which
will be accompanied with Vocal and
Instrumental Illustrations, in the ST. AN-
DREW'S HALL, on MONDAY, the 27th of
February, at 5.15 P.M.
The MEETING will be open to the Public
and Ladies are invited.

The Undersigned will take the Chair.
HENRY E. POLLOCK,
Hon. Secretary.

HONGKONG ODD VOLUMES SOCIETY.
Hongkong, 23rd February, 1899. [253a]

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"
ACCOUNT OF THE
1899 RACE MEETING
will be produced in PAMPHLET FORM con-
taining PLACED and UNPLACED PONIES,
JOCKEYS and OWNERS.

PRICE 50 CENTS.

Only a limited Number will be printed.
Send Orders early to
The Manager,
"HONGKONG TELEGRAPH" OFFICE,
Pedder's Hill,
Hongkong, 23rd February, 1899.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship

"DARDANUS,"
Captain Goodwin, will be despatched as above
on SATURDAY, the 25th instant, at Noon.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd February, 1899. [253a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
CAPTAIN BARNES, will be despatched for the
above Ports, on SUNDAY, the 26th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 23rd February, 1899. [254a]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLARI,"

FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Hongkong and Kowloon
Wharf and Godown Company's Godowns
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after Goods have
been landed, and all Goods remaining
undelivered after the 2nd proximo, will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 2nd
proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 2nd proximo, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be counter-signed by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd January, 1899. [255a]

Entertainment.

THEATRE ROYAL,
CITY HALL.

At the Special Request and under the
Patronage of

THE HONGKONG JOCKEY CLUB,
THE HONGKONG AMATEUR
DRAMATIC CLUB

will give an Extra Performance of the
Pantomime

"THE YELLOW DWARF"

SATURDAY, 25th February, 1899,
at 8.30 P.M.

Dress Circle \$3
Stalls 2
Pit 1

Half-price to Soldiers, Sailors and Police in
Uniform to the Pit.

The Ticket Office is now OPEN and will con-
tinue Open each Day from 10 A.M. to 4 P.M.
Late Trains to the Peak.

H. C. NICOLLE,
Acting Manager.

Hongkong, 18th February, 1899. [206a]

Hotel.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-class Accom-
modation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to
each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families
and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1899. [22]

Intimation.



A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

PORTS

(For Invalids and General Use.)

B.—VINTAGE, superior quality,
Red Capsule \$14.40

C.—FINE OLD VINTAGE, su-
perior quality, Black
Seal Capsule 16.20

D.—VERY FINE OLD VINTAGE
extra superior, Violet
Capsule (Old Bottled) 20.40

Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.

These Wines are too favourably
known to need comment.

Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

BIRTHS.

On 14th February, at Ichi Ban, New Har-
bour, Singapore, the wife of DOVER FARRANT,
of a son.

At 4, Makale Terrace, Shanghai, on the
17th of February, 1899, the wife of WILLIAM
BRIGHT, Chinese Imperial Maritime Customs
Service, of a daughter.

On the 14th instant, at St. Andrew's Cathed-
ral, Singapore, by the Revd. Archdeacon
Parham, W. P. CANOCCI ASIMONT, of Munich,
Germany, to EMILY, youngest daughter of the
late Captain William Burrows, Singapore.

On H.M.S. *Undaunted*. He was sent aloft to
clear a flag which had become fouled and,
missing his hold, fell from the foremast head
into the fighting top, a distance of some sixty
feet. He was carried down and immediately
attended to by the ship's surgeon, when it was
discovered that, beyond a severe shaking and
a sprained ankle, he was none the worse for
his lofty tumble.

THE N.C.D. News learns that the Russian
troops numbering about 14,000 at Port Arthur
are enjoying excellent health. There were
some ninety deaths from typhoid owing to the
unsanitary condition of the Chinese town, but
the officials took the matter in hand and have
thoroughly cleaned the affected districts. The
one drawback now is the lack of suitable ac-
commodation, the Chinese dwellings being
most inadequate owing to the inclemency of
the weather.

It is reported from Newchwang, says the
N.C.D. News, that a new robber chief has
recently suddenly sprung up in that vicinity in
the shape of a ferocious Lama, whose band,
consisting mainly of priests, make a clean sweep
of whatever place they visit. Troops have been
sent against the marauders, but the latter,
mounted on hardy and fleet ponies and well-
armed with Winchester, appeared to defy pursuit.
Such is the terror in which this Buddhist
priest is regarded by the villagers between
Newchwang and Liaoyung that mothers quiet
their refractory children by merely uttering
the words "The Lama is coming!"

A MOUTDEN dispatch to the N.C.D. News,
reports the settlement, just prior to the end
of the last Chinese year, of the new frontier line
dividing Chinese from Russian jurisdiction in
the Liaotung Peninsula. The delimitation was
made by the sub-prefect of Kinchow (near Port
Arthur) acting under orders from Moutden,
and the Russian authorities of Port Arthur, and
is a straight line east to west, twenty 1/2 north
of the Pitzovo River, distant 200 1/2 from Kin-
chow and 340 1/2 from Port Arthur. The country
south of this line used to be under the jurisdic-
tion of the sub-prefect of Hsienyue and north of
it under the Fuchou sub-prefecture.

ACCORDING to a Tientsin dispatch robbery
seems to be very rife this winter there, the
daring gentry even robbing houses of wealth
people inside the City walls with impunity.
These brigands disguise themselves by daubing
their faces and putting on false beards, and
robbing in large gangs of thirty to forty, defy
the interference of the night patrols sent by the
City garrison commandant. It is also stated
that a Japanese travelling in a mule cart on the
great Taku highway between the Taku forts and
Tientsin was stopped on the road the other day
by a gang of a dozen robbers who drew their
swords and threatened to cut down the first
person who dared to resist. As no one did so,
the robbers left their victims unharmed, but
shivering on the roadside, having made a clean
sweep of everything in the cart even to the vic-
tim's warm winter clothes on the bodies of the vic-
tims. The Tientsin Magistrate now offers \$500
reward for the capture of any one of the gang.
—N.C.D. News.

REUTER'S TELEGRAMS.

EGYPT.

LONDON, February 21st.

A son and heir has been born to the Khedive.

THE ANGLO-AMERICAN COMMISSION.

The Anglo-American Commission has failed
to arrive at an agreement and has been ad-
journing to midsummer.

THE STRAITS COMMAND.

Col. Dickson Commanding the Cavalry at
Colchester has been appointed to the Command
of the troops at Singapore.

THE ARMY ESTIMATES.

The Army Estimates which have been issued,
show an increase of £1,091,700 and an increase
of 7,493 men exclusive of India. A large
scheme for the re-arrangement of the defences at
home and abroad is in course of preparation,
in concert with the Naval authorities.

WEATHER REPORT.

The Observatory report says:—On the 23rd
at 11.55 a.m.: The barometer has risen on the
China coast. The depression is moving to the
N.E. across Japan. Gradients slight on China
coast, moderate with fresh monsoon in the N.
part of the China Sea. FORECAST:—Moderate
N. winds; fine.

LOCAL AND GENERAL.

SEE to-morrow's issue for Notes on the three
day's Races.

WE hear that all the divers of the fleet at pre-
sent in port are to be employed in scaping the
bottom of the battleship *Victorious* as the next
best alternative to docking her.

ON Tuesday last H.M.S. *Savill* left Canton
for Wuchow on the West River. We hope
soon to hear that she is doing great things
against the pirates on that waterway.

A LOT of Crown Land containing 72,400 square
feet, situated between Kennedy and Bowen
Roads was put up to public auction yesterday
and knocked down to Mr. A. Denison for
\$8,713.

TO-MORROW afternoon on the Happy Valley
in the second round for the Hongkong Foot-
ball Challenge shield 25th Company, Southern
Division, R.A., will play B. Company, R.W.F.;
kick off at half past four.

A LECTURE on "The Graphophone and Pho-
nograph" by Dr. Jordan, will be delivered be-
fore the Odd Volumes Society, in St. Andrew's
Hall, at 5.15 P.M. on Monday next. The lecture
will be accompanied by vocal and instrumental
illustrations and will be open to the public.
Ladies are invited to attend.

HONGKONG RACES, 1890.

STEWARDS:—His Excellency Sir Henry A.
Blake, G.C.M.G.; His Excellency Vice-Admiral
Sir Edward H. Seymour, K.C.B.; His Excel-
lency Major-General W. J. Gascoigne, C.M.G.;
S. C. Holland, R.N., Lieut. Rear-Admiral
Colonel The O'Gorman, C.S.O.; The Hon. J. J.
Bell-Irving, C. F. Harton, Esq.; The Hon. C.
P. Charter, C.M.C.; T. Jackson, Esq.; D. Gillies,
Esq.; The Hon. F. H. May, C.M.G.; R. M.
Gray, Esq.; The Hon. T. H. Whitehead; M.
Grote, Esq.

CLERK OF:—Lt. Col. The O'Gorman, C.S.O.
SCALES:—C. F. Harton, Esq.
JUDGE:—The Hon. C. P. Charter, C.M.G.
ASSISTANT:—The Hon. F. H. May, C.M.G.
STARTER:—M. Grote, Esq.

SECOND STARTER:—A. S. Anton, Esq.
HON. TREASURER:—J. C. Peter, Esq.
CLERK OF THE COURSE:—T. F. Hough, Esq.

THIRD DAY—THURSDAY, 23RD FEBRUARY,
1899.

The Jockey Club was again favoured with
ideal weather, for the third day's racing,
and being the ladies' day, it brought out a
bigger number of spectators than on either
of the previous days. The Valley itself
was a occupied by a moving mass of
Chinese, and along the rails, stood hundreds
of soldiers and sailors. All the refreshment
stalls and places of amusement were doing a
"roaring" business, and every place was life
and hum. After the Ladies' Purse, Miss Blake
presented the prize to Mr. Burkill, the rider of
Sandstorm, who gave in return the usual bou-
quet. The ladies attended in large numbers,
and all of were arrayed in their best,
newest and daintiest gowns and hats, lending
colour and enchantment to the scene.

The course was in much better condition and
the racing was a good deal better than yesterday,
as will be seen by the times.

The band of the Royal Welsh Fusiliers was
in attendance again, discoursing charming
music.

THE GRANDSTAND STAKES, value \$150; second
pony to receive \$50; third, \$25; for China
ponies *hand file* griffins on date of entry;
winners of one race \$35, extra; of two races
7lbs. extra; and of three or more races 9lbs.
extra; subscription griffins non-winners
allowed 5lbs; entrance \$5. Once Round.

Mr. Glenday's br. Aberdeen, 1st 12lb 11lb
Mr. Cumming 1

Mr. David's g. Dunrobin, 1st 12lb 11lb
Mr. Buxey's g. Rose de France, 1st 12lb 11lb

Mr. John Peel's m. Centipede, 1st 12lb 11lb
Mr. Derick-Hunter's g. Century, 1st 12lb 11lb

Mr. Hopeful's blk. Obi, 1st 12lb 11lb
Mr. W. W. Cox 0

Mr. J. H. Lewis' br. The Wizard, 1st 12lb 11lb
Mr. P. A. Cox 0

Mr. John Peel's blk. Minstrel, 1st 12lb 11lb
Mr. Crickshank 0

Obi spoiled a good start and with Minstrel
spoilt a second. At the third attempt Dunrobin
took the lead, but Minstrel's start was a poor
last. On arriving at the Bridge Dunrobin led,
with Centipede and The Wizard. Entering the
back stretch Dunrobin led Obi by two lengths,
Centipede falling back fourth. At the Rock
the position was still maintained, a two-
length lead. Centipede and The Wizard ap-
proaching the Village and ran into second
place, followed by Aberdeen and Century, the
last two having started from almost last. Up
the straight, Dunrobin, Aberdeen and Cen-
tipede showed the running, but on approaching
the winning post Aberdeen was given rein and
won the race by half-a-length, 13 length divid-
ing Centipede from Dunrobin for third place.
Time, 1:58.

THE CIVIL SERVICE CUP, presented: second
pony to receive half the entrance fees; for
subscription griffins of this season, 1898-99;
weight for inches as per scale; previous
winners 7lbs. extra; penalties accumulative;
entrance \$5. One Mile.

Mr. John Peel's ch. Jim Crow, 1st 12lb 11lb
Mr. Master 1

Mr. Ellis Kelly's g. Sirdar, 1st 12lb 11lb
Mr. Cumming 2

Mr. David's g. The Prince, 1st 12lb 11lb
Mr. Reynell 3

Mr. Arnold's blk. Straightaway, 1st 12lb 11lb
Mr. P. A. Cox 0

Mr. Derick-Hunter's g. Ultimatum, 1st 12lb 11lb
Mr. Burkill 0

Capt. Lambton's b. Amoy, 1st 12lb 11lb
Mr. Master 0

Mr. John Peel's ch. Traveller, 1st 12lb 11lb
Mr. Crickshank 0

Mr. Pogose's d. Tourist, 1st 12lb 11lb
Mr. Willumier 0

Mr. Tierce's spd. Variety, 1st 12lb 11lb
Mr. Crawford 0

Twenty-seven entries brought out nine starters,
who went off in a line, Tourist, perhaps,
just having the best of it. At the stand the
leaders were: Tourist, Amoy and The Prince.
Straightaway took third place at the Bridge,
and down the back stretch the positions were
the same until the Black Rock was reached,
when Jim Crow ran into third position. Be-
tween the Rock and the bend to the Village
the positions changed, and were, Amoy, Jim
Crow, and The Prince. At the Village Variety
made a spurt into first place, but on running
up the home straight Jim Crow and Sirdar opened
out, and the former won a very good race by
a length, half a length being the difference be-
tween The Prince and Sirdar, the latter being
second. The time for the distance was faster
than yesterday, because the course was in
very good condition, although a little on the
soft side. Time, 2:14.

THE CHALLENGE CUP, value 100 guineas; for
China ponies; to be won two years consecutively
by a pony or ponies the *hand file* property of the same owner; first pony to
receive 70 per cent; second, 20 per cent; and
third, 10 per cent of entrance fees; weight
for inches as per scale; entrance (forced), \$5,
but optional to subscription griffins of this
season, 1898-99. One Mile and Three
Quarters.

Mr. Hopeful's g. Tyne, 1st 12lb 11lb
Mr. W. W. Cox 1

Mr. Buxey's ch. Wild Rose, 1st 12lb 11lb
Mr. Willumier 2

Mr. John Peel's ch. Pineapple, 1st 12lb 11lb
Mr. Master 3

Mr. Buxey's g. Blush Rose, 1st 12lb 11lb
Mr. Cumming 0

Capt. Lambton's br. Earl Marshall, 1st 12lb 11lb
Mr. Moller 0

Mr. J. H. Lewis' g. Chaffinch, 1st 12lb 11lb
Mr. P. A. Cox 0

Mr. John Peel's m. Centipede, 1st 12lb 11lb
Mr. Crickshank 0

There was a small field of only seven starters
out of an entry of 44 ponies, owing to the event
being a closed one. Tyne was a strong favour-
ite and Wild Rose was backed by many. Tyne
had the best of the second attempt, at starting,
Blush Rose, Centipede and Earl Marshall next.
Entering the back stretch Earl Marshall went

to the front and Tyne fell back fourth; but at
the Rock the running was done by Earl Mar-
shall, Centipede and Blush Rose. At the Village
for the first time the four leaders ran well to-
gether, but at the stand Blush Rose led, followed
by Wild Rose and Tyne, Centipede a close fourth.
On reaching the Rock a second time Tyne
went to the front, Wild Rose and Blush Rose
next, but before reaching the Village the latter
tied off. On entering the bend of the home
straight Wild Rose took the lead, and Pine-
apple drew up to Tyne. A good run resulted
up the straight, and it looked as if the race
was Wild Rose's, but Tyne's rider knew what
his pony could do, and let Wild Rose do the
running. A few lengths from the winning post
Tyne opened out into a grand stride and won
by half a length, three lengths dividing second
and third. Tyne won the race last year, but
did it in 97 seconds less time then, the time
to-day being 3:58, Hero's time in 1892.

THE LADIES' PURSE, presented; for all China
ponies; weight for inches as per scale;
winners at this meeting other than Subscrip-
tion Griffins 5 lbs. extra; unplaced ponies
allowed 5 lbs.; previous non-starters at this
meeting 12 lbs. extra; entrance \$5. Seven
Furlongs.

Mr. Derick-Hunter's d. Sandstorm, 1st 12lb 11lb
Messrs. McKie & Gove's sk. Strathmore, 1st 12lb 11lb

Mr. G. H. Four' b. Tocsin, 1st 12lb 11lb
Mr. P. A. Cox 2

Mr. Buxey's g. Tube Rose, 1st 12lb 11lb
Mr. Willumier 0

Mr. Buxey's d. g. Wood Rose, 1st 12lb 11lb
Mr. Cumming 0

Capt. Lambton's g. Ute, 1st 12lb 11lb
Mr. Moller 0

Mr. J. H. Lewis' br. The Wizard, 1st 12lb 11lb
Mr. P. A. Cox 0

Mr. John Peel's g. Grasshopper, 1st 12lb 11lb
Mr. Crickshank 0

Mr. John Peel's ch. Yellow Dwarf, 1st 12lb 11lb
Mr. Master 0

Dead heat.

For this, the third day's big event, nine
starters out of 25 entrants faced the starting-
post. Yellow Dwarf was the favourite, but the
pony made a poor show. Tube Rose and
Wood Rose went away with the start, but at
the Bridge Grasshopper took the lead, and
down the back stretch Ute ran into third place.
After the Rock was passed the positions of
the leaders were: Grasshopper, Tocsin, Tube Rose
and Ute, and these two maintained their positions
until the Village was passed, when Sandstorm
drew up from the back followed by Tocsin and
Strathmore. Up the home straight a good
Strathmore place, but Sandstorm was well ridden
by Burkill, and ran home a winner of the
coveted purse by 13 length ahead of Tocsin
and Strathmore, these two running a dead heat
for second place. Time, 1:52.

THE "BLAKE" CHALLENGE CUP, presented by
His Excellency Sir Henry A. Blake,
G.C.M.G.; for Subscription Griffins of this
season; to be won twice by ponies the *hand file*
property of the same owner, or owners;
first pony to receive 70 per cent of the
entrance fees; second 20 per cent; third 10
per cent; weight for inches as per scale;
winner of the Valley Stakes and/or German
Cup 7 lbs. extra; winners of any other races
5 lbs. extra; penalties accumulative up to 14
lbs.; entrance fee \$10. One Mile.

Messrs. McKie & Gove's g. Strathfleece, 1st 12lb 11lb
Mr. Crawford 1

Mr. Pogose's d. Tourist, 1st 12lb 11lb
Mr. Willumier 2

Mr. Buxey's g. Motor Rose, 1st 12lb 11lb
Mr. Cumming 3

Mr. David's g. The Prince, 1st 12lb 11lb
Mr. Reynell 0

Mr. Derick-Hunter's g. Concession, 1st 12lb 11lb
Mr. Crickshank 0

Capt. Lambton's blk. Quemooy, 1st 12lb 11lb
Mr. Moller 0

Messrs. McKie & Gove's ch. Strathmore, 1st 12lb 11lb
Mr. Crickshank 0

Mr. John Peel's g. Jim Crack, 1st 12lb 11lb
Mr. Master 0

Twenty-six entered

WEIHAIWEI.

February 7th.

A CLEARING OUT.

In view of certain improvements and alterations on Lukang, the Chinese inhabitants of the village at the west end of the island, mostly traders, are under notice to quit. In itself this is no more than they were warned might have been placed, the only pity is that it should have been deemed necessary to remove them at this particular season, when, so near the Chinese New Year, all are so busy getting in the year's accounts, etc.

It was suggested that a new town should be built at the east end of the island, beyond the present "East village." It is hardly necessary to say this will remain a suggestion if left to individual Chinese enterprise.

WANTED, RECRUITS.

Doubtless a full staff of officers is an excellent thing to have, but they cannot do much after all, without men, and these seem slow in coming up to the scratch. It seems a pity that "general service" should have been mentioned at the outset, if anything but a welcome thought to the average Chinese that he is liable to be taken abroad at any time, and worth more, he thinks, than \$8 per month.

WE DON'T WANT TO FIGHT!

Again, the Chinese have not much stomach for fighting; your correspondent was speaking as to the advantages offered to one of the poverty-stricken Shantung youth who would list—ah, said he, but he would have to fight!

A CLEARING POST.

We are to have a Post Office, commodious premises have been secured in the city, and before very long it is hoped the thing will be in full swing; foreigners and Chinese will both benefit, only the former devoutly hope that the good example set by the Chinese Imperial Post Office will be followed by the British Post Office, with—and why not? a letter to England for 4 cents.—A. C. D. News Cor.

THE SCHOOL OF TROPICAL MEDICINE.

At a meeting of the Singapore Legislative Council, held on the 14th instant, the Colonial Secretary submitted the following motion, of which he had previously given notice:—"That this Council resolves to devote the sum of \$5,000 to the objects described in the Secretary of State's despatch, No. 253, of 25th November last, namely, the creation of a School at Greenwich for studying diseases occurring in the tropics, and for scientific enquiry into the causes of such diseases; and to charge the same in the Final Supply Bill for 1899." After obtaining the sanction of the Council to the addition of the words "in connection with the Seamen's Hospital" after "erection of a School," the Colonial Secretary remarked that there was a medical school at the Albert Docks in London, but there was no tropical disease department attached to it. It had been felt that the study of tropical diseases had not received the attention it merited in England, and that had been felt in two ways. In the first place medical men going out to tropical countries in the service of the Government had no means—or very slight means—of ascertaining what was the nature of the diseases they were called upon to deal with. Then again, that reacted on persons who went to England from the tropics—unless they happened to find in England a doctor who had had practical experience in tropical diseases, they found a great deal of difficulty in obtaining proper advice for the diseases engendered in the tropics and that was especially the case with seafaring men whose ships went to the Thames. It was particularly desirable, therefore, that such a school as this should be situated near the docks where there was to be found the very best material for the study of tropical diseases in living persons. The Secretary of State had taken this matter up with great solicitude and had issued a circular to all the Colonies asking for assistance in carrying out the project. The Colonies were not asked to contribute a year's sum, but simply to give a grant towards the erection of the school building which, it was estimated, would cost £2,550. The Treasury had agreed to give half that amount and the Colonies were asked to make up the remaining £1,275. The largest contributors were expected to be the Colonies on the West Coast of Africa, but each Government had been solicited to make as large a contribution as possible in getting on with the work. The second object towards which they were asked to contribute was the fitting out of the scientific commission which was being sent to Africa to study malarial fever, with a view, if possible, to discovering some radical treatment for coping with the disease. In the Straits Settlements they had had a bad experience in regard to malaria; and the same might be said of the Native States. Towards the expenses of this Commission, the Royal Society of Great Britain had granted the College of Surgeons the estimated cost of the whole was £500 and £1,000 was therefore left to be provided by the Colonies concerned. The matter had been before the Executive Council in Singapore, and they had agreed to recommend a vote of \$5,000, provided the Federated Malay States would regard the matter generously. Correspondence had already taken place with the Resident-General; and while he was personally favourably disposed towards it at all events a part of the vote being given, he had not yet had replies from the various Residents in the States. The object was extremely laudable, and the Straits lost considerably every year owing to the illness of valuable officers; there was, in fact, hardly a month that passed but some report was laid before him as to an officer being incapacitated by malarial fever; and it would be a good thing for this colony if some cure or method of alleviation could be discovered. Personally he thought it was rather a reflection on the Governments concerned that no scientific investigation had been organised before. Dr. Lim Boon Keng, in seconding, expressed his approval of the vote and remarked that this vote was one of the ways by which the Colonies would become more strongly united to the mother-country than ever before. It was, in fact, one of those schemes which fore-shadowed the coming Imperial Federation. At present medical men who went to various parts of the world took with them little more than a book knowledge of tropical diseases. This school should be able to train men not only to go to the tropics to treat tropical diseases but to help the research into the causes and cures for the complaints.

The vote was unanimously carried.—*Straits Times.*

THE ABORIGINES IN FORMOSA.

We read in a Tokyo contemporary that, during last year, there were 303 attacks made by the aborigines, and 635 peaceful folks lost their lives. The numbers, according to monthly returns—January 69, February 69, March 77, April 47, May 69, June 53, July 37, August 29, September 85, October 39, November 39, and December 65. The preponderance in March and September is attributed to the fact that heads are needed in those months to offer to the gods at religious festivals.

SINGAPORE AND THE SOUTH.

(From Straits Papers.)

SUNDAY OBSERVANCE.

The Siamese Government Offices now close on Sundays.

PHILATELISTS, TAKE NOTE!

Pahang and Negri Sembilan have got surcharged 4-cent stamps, but Selangor not.

DISGUISES WANTED.

The Police Officers specially charged with the detection of gamblers at Singapore have requested to be supplied with disguises.

SELANGOR TIN.

Tin to the value of a million and a half dollars was exported from Klang, Selangor, in January.

DEATH RETURNS.

The death returns for Singapore for the month of January show 690 deaths, a ratio per mille of 34.88. Nine deaths took place from small-pox.

SMALL-POX.

There were two cases of small-pox on board the s.s. *Chung Hock*, which arrived at Singapore from Amoy on the 14th inst.

DRESS IN SIAM.

Over ninety persons were fined at Bangkok, the other day, for not clothing themselves decently, in compliance with the new Dress Law. Great dissatisfaction is said to prevail among the people there.

RUSSIAN REINFORCEMENTS.

The homeward and the outward Russian transports *Kastrina* and *Petersburg* were expected at Singapore on the 17th and 18th instant respectively. The *Petersburg* has 1,500 troops on board from Odessa for Vladivostok.

DEATH ON THE "CHWA SHAN."

The Captain of the steamer *Chwa Shan*, which arrived at Singapore from Amoy on the 14th inst., reported that the chief engineer died of brain fever on the 10th inst., and was buried at sea.

THE CROWN PRINCE OF SIAM.

The Crown Prince of Siam is shortly to be attached to an Infantry regiment at Aldershot for about twelve months, for a thorough course of drill and military instruction.

LANGAT TIN.

Sceneyih, Ulu Langat, is believed to be a rising tin mining district in Selangor. The output last year was 50,000 pikuls and an Anglo-French Mining Syndicate has lately applied for large areas of land. If this venture proves a success it will be good news, as there is a large extent of country yet untouched.

SEIZED BY CROCODILES.

Attack by crocodiles is a danger besetting school attendance in certain parts of Selangor. Thus, at Tanjong Duablas, the other day, a child at school was seized and eaten by a crocodile, that being the second pupil within a space of about twelve months in a small school only about 30 boys. One of these children was caught whilst bathing, and the other taken bodily out of a sampan.

THE MOBILIZATION OF THE BRITISH ARMY.

A retrospect of the various schemes of mobilization considered by the War Office during the past eleven years discloses, says the *Times*, excessive complication, a code of regulations as minute as that of the Court etiquette at Pekin, and one which it is doubtful whether any one fully understands. The only test is that of experiment, and the country is anxious to be assured that the prescribed arrangements are reasonably practicable. At the last autumn manoeuvres grave defects in the working of the hired transport were manifest. We have now to bring the mobilization scheme to a practical test. Next autumn the First Army Corps should be assembled fully equipped on Salisbury Plain; an expeditionary force required (say) for an attack on Alexandria should be brought together at Aldershot; the coast defences from Portsmouth to Plymouth should be fully manned; submarine mines should be installed in position. It would then be possible to manoeuvre the Aldershot Division against the First Army Corps and carry out evolutions with the port garrisons. To trust blindly to an untried scheme of mobilization, however theoretically complete, is unscientific, unworthy a practical people, and dangerous.

A DEARTH OF JUNIOR OFFICERS.

Sandhurst will, says the London correspondent of the *Manchester Guardian*, shortly send another batch of cadets into the army, but the instalment will be absorbed without making any appreciable difference in the deficiency of junior officers in either the cavalry or the infantry. The position of the army in this respect is without parallel in recent years. At no time since the introduction of the competitive system has entrance to the commissioned ranks been easier. To such an extent has the standard of qualification been relaxed that the profession is really open at the present moment to any educated youth of suitable age. Still, the door will have to be opened further if the deficiency of officers is to be made up. There are candidates in abundance, but even if a new Code were adopted it would necessarily take a year or two before the old balance could be adjusted. During the past year the number of secondings has increased by 20 per cent, and most of the infantry battalions are now short by several lieutenants. The situation is extremely serious, and in spite of the long list of first appointments in last week's *Gazette*, one cavalry regiment at least is entirely without second lieutenants.

PROGRESS.

Only seventy years have elapsed since the first railway in the world was finished. During that comparatively brief period 400,000 miles have been constructed, the British empire accounting for about a sixth.

SOKOTRA.

Particulars concerning the expedition which will leave England in the course of the next few days for the purpose of visiting the almost unexplored island of Sokotra, situated about 150 miles east-northeast of Cape Guardafui, were given recently in the *London Times*. The party will consist of Mr. W. H. Ogilvie-Grant, the department of zoology in the British Museum; Dr. H. O. Forbes, the director of the Liverpool Museum; and Mr. Cumtore, taxidermist attached to the latter institution. The Royal Geographical Society, and the British Association have provided part of the funds for the undertaking. The expedition will sail for Aden, proceeding thence to Sokotra by the Indian Marine guardship *Elphinstone*, which, in compliance with a request made by the authorities of the British Museum, has been kindly placed at the disposal of Mr. Grant and Dr. Forbes for the purpose of conveying them to the island and back to Aden on the termination of their stay. The main object of the expedition is to investigate thoroughly the fauna of the place and make large and complete collections in every branch of zoology.

THE PLAGUE OF 1660 STILL DANGEROUS.

Speaking of the persistence of the contagion of the plague microbe, which is causing so much anxiety in Austria and Germany, the *Journal La Suisse*, Geneva, cites a characteristic case: "In 1660 the Dutch city of Haarlem was devastated by the plague. Whole families perished, among them a family by the name of Cloux, whose various members were buried in the Haarlem church. Thirty or forty years ago it was found that the masonry of the tomb was out of repair, and the vault was entirely rebuilt. The masons in charge of the work descended into the vault and remained there during more than a day. Now, although more than two centuries had passed, since the epidemic, all these workmen were attacked with the infectious bubo [characteristic glandular swelling] of the plague and had to undergo long treatment at the hospital. Nevertheless, there were no symptoms of the plague proper, and all recovered."

THE LARGEST STEAMER EVER LAUNCHED.

There was launched on Saturday the 14th January last a steamship which exceeds in length all vessels that have preceded it in the history of maritime commerce. The *Oceanic* has been built by Messrs. Harland and Wolff, of Belfast, for the White Star Line. She is a twin-screw, steel-built ship, 705ft. 6in. over all and 68ft. 6in. between perpendiculars. Her moulded breadth is 68ft., to which may be added about 3in. for skin plating to give the extreme breadth. Her depth is 42ft. to the upper deck, but above this there are the promenade and boat decks. The draught when she is completed will be 22ft. The weight of this enormous ship and her cargo, stores, fittings, &c., will be 28,500 tons. That is what is known as the total displacement tonnage; the gross tonnage will be 17,000 tons, and the net registered tonnage 7,930 tons. The vessel will carry 410 first-class passengers, 300 second-class passengers, and 1,000 third-class passengers. With the ship's company of 391 all told the grand total of 2,101 persons on board will be reached. The steamer that most nearly compares in size with the two vessels already mentioned is the German-built and German-owned *Kaiser Wilhelm der Grosse*. She is 625ft. long, 66ft. broad, and 43ft. deep. Two vessels next again in size are the Cunard steamers *Campania* and *Lucania* built at Fairfield on the Clyde. They are practically sister ships. The *Campania* is 600ft. long, 65ft. wide, and 41ft. 6in. deep. The *Tauro* and *Majestic*, the two White Star vessels which were previously the longest afloat, were 565ft. long; 57ft. 6in. wide and 42ft. deep.

Strength and rigidity are the features to which Mr. Ismay, representing the purchasers, and Mr. Pirrie, representing the builder of the ship, have chiefly turned their attention in settling the elements of design. One of the chief means by which Messrs. Harland and Wolff have ensured these features has been by a very extensive use of hydraulic riveting. Of course this is a new thing in ship construction, but its application has been mostly confined to certain parts of vessels. The *Oceanic* will be propelled by two pairs of three-cylinder compound inverted four crank engines. The diameter of the cylinders will be—high pressure 17 in., intermediate pressure 20 in., and low pressure cylinders of 30 in. On the question of speed the builders prefer to be reticent. The *Oceanic* has not engine power enough to promise that she will "break the record" to adopt a phrase which has found its way from the racing path to the annals of steam navigation. Although the model of the ship is one calculated to give speed—a fact proved by the performance of former White Star vessels—the engines are so arranged as to exert the enormous power required for the excessive speed now attained by the fastest vessel crossing the Atlantic.

To make the *Oceanic* the champion of the Atlantic would need an enormous addition to the machinery; for in steam navigation it is the last increment of speed that entails the greatest addition to power; thus to progress say from 17 to 18 knots may need an addition of 10 to 15 per cent. of the power exerted but to advance from 21 to 22 knots might need an increase of 20 or even 40 per cent. of power, and, of course, a corresponding space to be occupied by machinery, coal, stores, &c.—It is not this, however, that has so much influenced the owners and designers in producing a vessel which, in these days of high steaming, of moderate speed for her length.

THE SHIPBUILDING PROGRAMME.

The supplemental programme of naval construction sanctioned by the House of Commons at Mr. Goschen's request on July 22 last comprised four battleships, four cruisers, and 12 torpedo boat destroyers. The Thames Ironworks Company (Limited) has secured a contract for the construction of two of the battleships and their machinery has been placed severally with Messrs. Laird, of Birkenhead, and the Palmer Shipbuilding Company (Limited) at Jarrow. The new cruisers are to be built on the Clyde, the Admiralty having given an order for one to the Clydebank Company (Limited) and the other to the Fairfield Company (Limited).

The order for the construction of the very large cruiser referred to by Mr. Goschen in his statement of July 22 last has been placed with the firm of Vickers, Son and Maxim (Limited) at Barrow, who will also supply her machinery. The other is to be built at Pembroke.

SIR W. F. GATACRE ON PEACE.

General Sir W. F. Gatacre, in responding, to his health at Norwich said it was a great encouragement to the Army and Navy to find that the toast was always so cordially received. Nowadays there was a sort of "pull devil, pull baker" all over the world. The good soldier, the German Emperor, went to the top of Mount Carmel, or some other mountain, and preached peace to the whole of the world, and meant it until he got back to Berlin, when he sold the Sultan of Turkey 160 of his best Krupp guns. That was one side of the question. If they went to Russia they would find delegates from all parts of the world trying to arrange a system which would ensure perpetual peace. In England there are plenty of people with money who were prepared to back up this perpetual peace, but personally he was a great believer in fostering the fighting instincts of Englishmen. (Hear, hear.) Although he had subscribed in a small way to a great number of funds for promoting peace and prosperity, he was in favour of supporting any society that would keep up fighting going on all over the world (laughter), and wherever it ceased to resuscitate it. He did not believe in a nation whose hands only touched the plough, and who turned its sword into a ploughshare. He believed it was by the sword and by its fighting instincts that England had made itself what it was, and it was by the sword that it must live. He did not mean that we must always be fighting, but he was sure we must maintain the old spirit which had kept us going so long, and which had made our neighbours respect us. (We cordially concur.—Ed., N.Y.T.)

NOT AND A.

CALENDAR.

February.
Meteorological means based on ten years' observations to 1893.

Barometer 30.11
Thermometer 77.3
Humidity 79.0
Rainfall 1.76

TO-DAY.

Weather Report.
On date at On date at
10 a.m. 4 p.m.
Barometer 30.18 30.00
Thermometer 65 60
Humidity 52 54
Rainfall —

TO-MORROW.

Thursday, 23rd February, 1899.
Chinese—15th of 1st moon of 25th year of Kwang-si.

Sun—Rises 6hr. 16min.
Sets 5hr. 45min.
High water—Morning 9hr. 10min.
Afternoon 7hr. 4min.
Low water—Morning 2hr. 8min.
Afternoon 1hr. 13min.

ANNIVERSARIES.

1792—Sir Joshua Reynolds died.
1835—Opium seized and burnt by the Canton authorities.
1841—Hostilities between England and China recommenced.
1848—French Revolution broke out.
1857—The s.s. *Queen* captured and burnt by pirates.
1867—First stone of the Hongkong City Hall laid.
1896—Explosion of a powder magazine at Kiangyin; 200 lives lost.
1897—Hunan Land Telegraph line completed.

TO-MORROW.

Friday, 24th February, 1899.
(St. Matthias.)

Chinese—15th of 1st moon of 25th year of Kwang-si.
Sun—Rises 6hr. 15min.
Sets 5hr. 45min.
High water—Morning 9hr. 2min.
Afternoon 7hr. 21min.
Low water—Morning 2hr. 36min.
Afternoon 1hr. 58min.

ANNIVERSARIES.

1841—Evacuation of Chusan by the British.
1884—Boiler explosion on the s.s. *Yotai*; 6 Europeans and 30 Chinese killed.
1897—Massacre of the British Resident at Mambare, New Guinea, with 5 miners and 40 natives.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (Lightning) to-morrow.
American (*Nippon Maru*) 25th inst.
French (*Océanien*) 26th inst.
Australian (*Oni Maru*) 28th inst.
American (*City of Rio de Janeiro*) 2nd prox.
American (*Coptic*) 11th prox.

THE P. & O. S. N. Co.'s steamer *Canton*, left Singapore for this port at 8 p.m. on the 21st instant.

THE P. & O. S. N. Co.'s steamer *Peshawar*, left Singapore for this port at 8 a.m. yesterday, the 22nd instant.

THE Toyoko Kishen Kaisha's steamer *Nippon Maru* with mails, etc., left Shanghai for this port at 9 a.m. yesterday, the 22nd instant.

WE are informed that the Messageries Maritimes Co.'s steamer *Océanien* with the next French Mail, left Saigon for this port at noon, to-day.

THE Nippon Yusen Kaisha's steamer *Kanagawa Maru* (Europe Line) left Singapore for this port on the 20th, and is expected to arrive here on the 26th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.I.G.M.S. Kaiser...	at Kowloon Dock.
<i>Athenian</i>	" "
<i>Isla de Cuba</i>	" "
<i>Isla de Luzon</i>	" "
<i>Beechdale</i>	" "
<i>Hul</i>	" "
<i>H.I.G.M.S. P. Wilhelm</i>	" "
<i>Trym</i>	" "
<i>H.I.G.M.S. Moewe</i>	" "
<i>St. Mark</i>	" "
<i>Martha</i>	" "
<i>D. Juan d'Austria</i>	Cosmopolitan
<i>Pha Nang</i>	" "
<i>Hsi Ping</i>	Aberdeen

SWATOW.

Arrivals, from Agents.
Feb. 19 *Lienching* Hongkong, M. & Co. || 19 *Chfoo* | " " B. & S. |
19 *King Sing*	" " M. & Co.
20 *Thales*	" " M. & Co.
20 *Chowfa*	" " B. & S.
21 *Kathing*	" " B. & S.
21 *Whampoa*	" " B. & S.
21 *Charterhouse*	" " B. & S.
21 *Hong Leong*	" " L.Y.S. & Co.
21 *Hallan*	" " M. & Co.
Departures for Agents.	
Feb. 19 *Lienching*	" " M. & Co.
20 *Thales*	" " M. & Co.
21 *King Sing*	" " M. & Co.
21 *Hallan*	" " M. & Co.
21 *K. C. Pingling*	" " M. & Co.

IN PORT—*Chfoo, Chowfa, Kathing, Whampoa, Charterhouse, Hong Leong.*

PASSED THE CANAL.

Outward—Feb. 3rd *Chingwa, Indravelli, Promethia, Anapa*; Feb. 7th *Harperley*; Feb. 14th *Elphinstone, Nurnburg*; Feb. 14th *Bayern, Pyrrhus, Glenfarg, Glenista*; Feb. 17th *Tarna*; Feb. 21st *Babelsberg*.

Homeward—Feb. 17th *Japan, Athuria, Nigori*; Feb. 21st *Dionet*.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, is prescribed by Physicians all over the world. It is the remarkable remedy for Consumption, Scrophula, and wasting diseases, and very palatable. Read the following:—"I have much pleasure in stating that I have tried Scott's Emulsion in a case of impoverished blood, with scrophulous disease, and found it to be a very efficient preparation. It was taken without the least difficulty."—A. TEMPLE PERKINS, 23, Lombard Park, Stoke Newington, N. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—(Adv.)

Intimations.

NAVY CONTRACT.

1890-1900.

SEALED TENDERS in DUPLICATE, will be received by the VICTUALLING STORE OFFICER, H. M. Victualling Yard, until NOON, on THURSDAY, the 2nd March, for the Undermentioned Articles.

Biscuits.
Soft Bread.
Flour.
Fresh Beef.
Raisins.
Rice.
Milk Condensed.
Sugar.
Fresh Milk, and
Suet Huts.
Vegetables.
Potatoes.
Printed Forms of Tenders and Further Particulars can be obtained at the VICTUALLING STORE OFFICER'S OFFICE.

The right to reject the lowest or any Tender is reserved.
Hongkong Victualling Yard,
20th February, 1899.

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMM & Co.
Hongkong, 11th September, 1896.

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU.	(THURSDAY ISLAND, TOWNS.) VILLI, BRISBANE, SYDNEY and MELBOURNE	To-morrow, 24th Feb. at 4 P.M.
HITACHI MARU.	(MARSEILLES, LONDON & ANT.) WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 2nd March, at 1 P.M.
OMI MARU.	(NAGASAKI, KOBE and YOKO.) HAWAII	Friday, 3rd March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 15th February, 1899.

Dr. KNORR'S
ANTIPYRINE

patented
"LION BRAND"
In Powder and Crystals, also in Drops, of 5 grains, easily soluble in Water.
Wine, &c.
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SERIOUS IMITATIONS.

STANDARD OIL COMPANY
OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in stock and are now offering for sale a full line of
CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,
Crude, Semi-refined and Refined.

[1300] ORDERS SOLICITED AND LOWEST PRICES QUOTED.

THE LEADING CATERERS.

COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo.

From London, &c., by S.S. Oceana.

From Australia, &c., by S.S. Australia.

From Persian Gulf, &c., by S.S. N. and B. P.

S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 17th February, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by

J. S. VAN BUREN, Agent.

Hongkong, 20th February, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 15th Mar., 1899.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 5th April, 1899.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous ILLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points, and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Hongkong, 15th February, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN, AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU, via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu

Saturday, 24th March, at Noon.

AMERICA MARU, via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu

Thursday, 23rd March, at Noon.

HONGKONG MARU, via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu

Tuesday, 25th April, at Noon.

The Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, ON SATURDAY, the 24th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the Southern Pacific, Great Northern, Northern Pacific, Denver and Rio Grande, and Northern Pacific Railway, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information apply to

J. S. VAN BUREN, Agent.

Hongkong, 9th February, 1899.

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MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHWANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines.

Omuta Coal Mines.

Kumada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kaneaguchi Cotton Spinning Mill, Japan.

The Mitsu Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1896.

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Mails.

NORTH
GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-
AMERICA LINE.

(Fast Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILÉSIA.	HAVRE, HAMBURG/BREMEN.	About 15th March.
Behrens.	(LONDON with transhipment in HAMBURG)	March.
SUEVIA.	HAVRE, HAMBURG/BREMEN.	About 22nd March.
Foerck.	(LONDON with transhipment in HAMBURG)	March.
WITTENBERG.	HAVRE, HAMBURG/BREMEN.	About 30th March.
Madsen.	(LONDON with transhipment in HAMBURG)	March.
NURNBERG.	HAVRE, HAMBURG/BREMEN.	About 8th April.
V. Binzer.	(LONDON with transhipment in HAMBURG)	April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents, Hongkong, 11th February, 1899.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Tuesday, 14th March, at Noon.

City of Peking (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Saturday, 8th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Tuesday, 2nd May, at Noon.

THE U.S. Mail Steamship

"CITY RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, ON TUESDAY, the 14th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th February, 1899.

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NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS.

ALSO:

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen

Wednesday 1st March.

Bayern

Wednesday 29th March.

Prinz Heinrich

Wednesday 26th April.

Preussen

Wednesday 24th May.

ON WEDNESDAY, the 1st day of March, 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supper, with MAILS, PASSENGERS, FREIGHT, & CARGO, will leave this Office, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th instant. Cargo and Freight will be received on board until 5 P.M. on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

J. S. VAN BUREN, Agent.

Hongkong, 1st February, 1899.

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